FIG.1

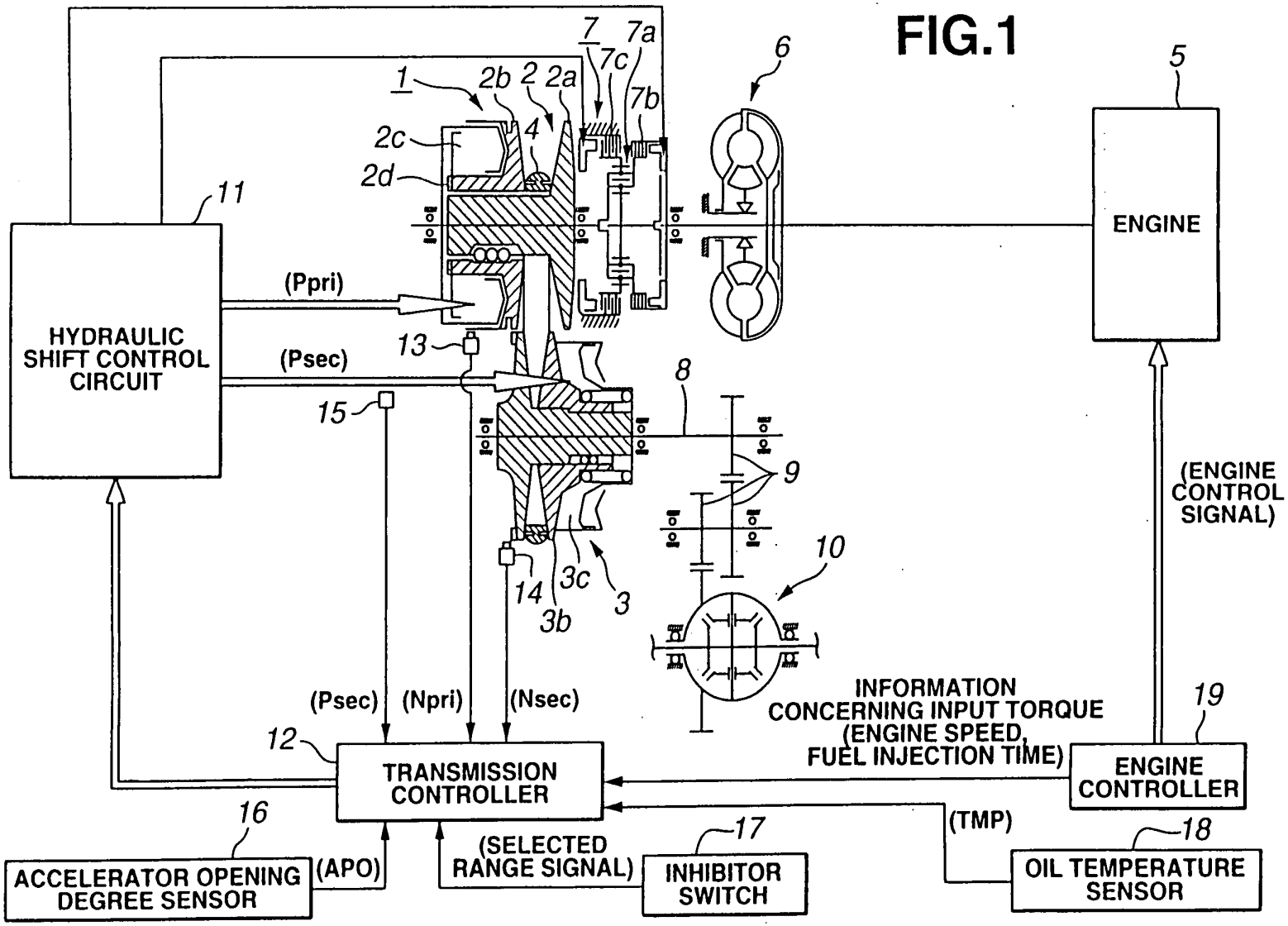

HYDRAULIC SHIFT CONTROL CIRCUIT
11
(Ppri)
(Psec)
13
15
1
2b
2
2a
7
7a
7c
7b
6
5
ENGINE
2c
2d
4
8
9
10
14
3c
3b
3
(ENGINE CONTROL SIGNAL)
(Psec)
(Npri)
(Nsec)
INFORMATION CONCERNING INPUT TORQUE (ENGINE SPEED, FUEL INJECTION TIME)
19
12
TRANSMISSION CONTROLLER
ENGINE CONTROLLER
16
(TMP)
17
18
ACCELERATOR OPENING DEGREE SENSOR
(APO)
(SELECTED RANGE SIGNAL)
INHIBITOR SWITCH
OIL TEMPERATURE SENSOR

FIG.2

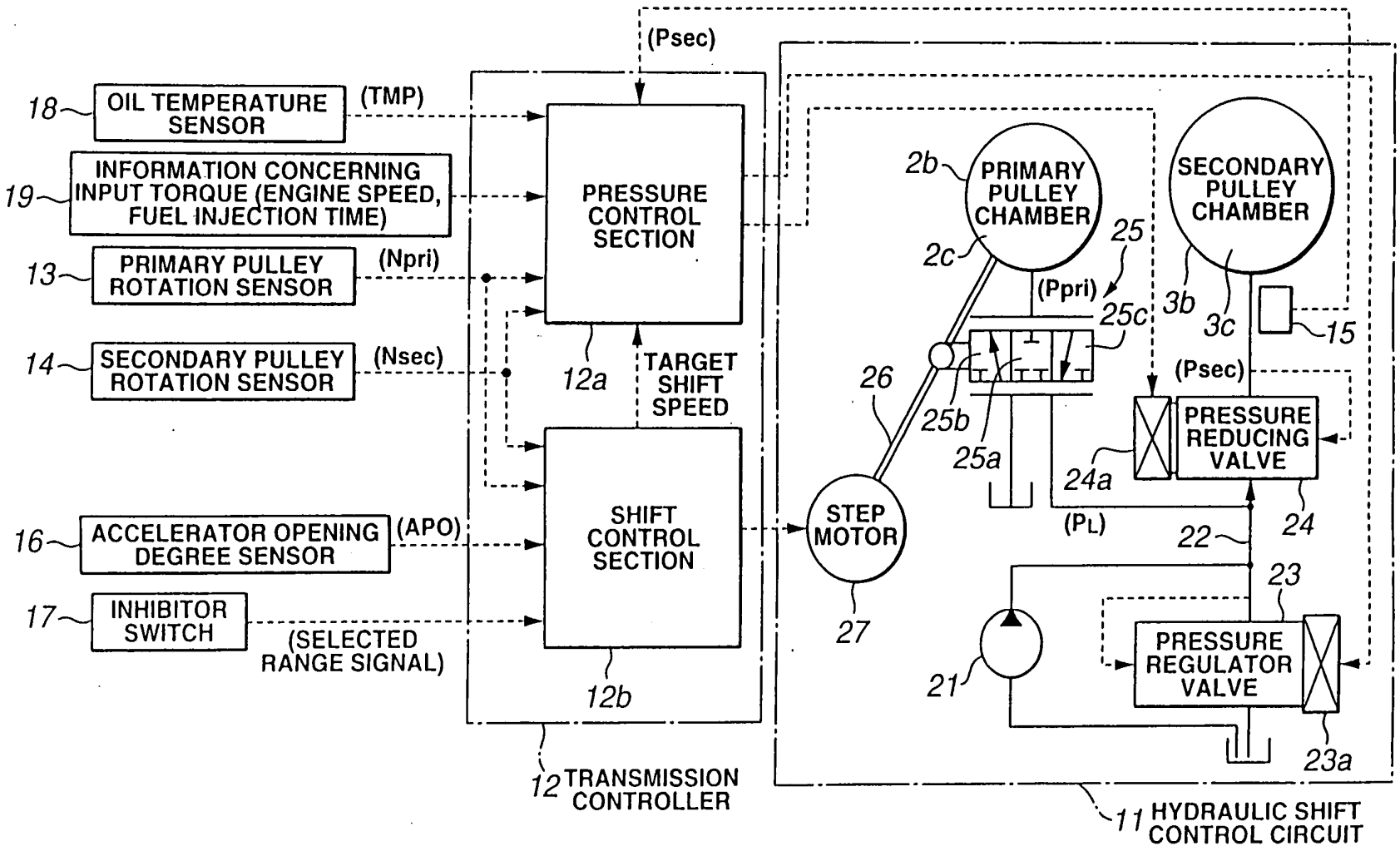

(Psec)
18
OIL TEMPERATURE SENSOR
(TMP)
19
INFORMATION CONCERNING INPUT TORQUE (ENGINE SPEED, FUEL INJECTION TIME)
13
PRIMARY PULLEY ROTATION SENSOR
(Npri)
14
SECONDARY PULLEY ROTATION SENSOR
(Nsec)
16
ACCELERATOR OPENING DEGREE SENSOR
(APO)
17
INHIBITOR SWITCH
(SELECTED RANGE SIGNAL)
PRESSURE CONTROL SECTION
12a
TARGET SHIFT SPEED
SHIFT CONTROL SECTION
12b
12 TRANSMISSION CONTROLLER
STEP MOTOR
27
26
2b
PRIMARY PULLEY CHAMBER
2c
25
(Ppri)
25c
25b
25a
SECONDARY PULLEY CHAMBER
3b
3c
15
(Psec)
PRESSURE REDUCING VALVE
24a
24
(PL)
22
23
PRESSURE REGULATOR VALVE
21
23a
11 HYDRAULIC SHIFT CONTROL CIRCUIT

FIG.3

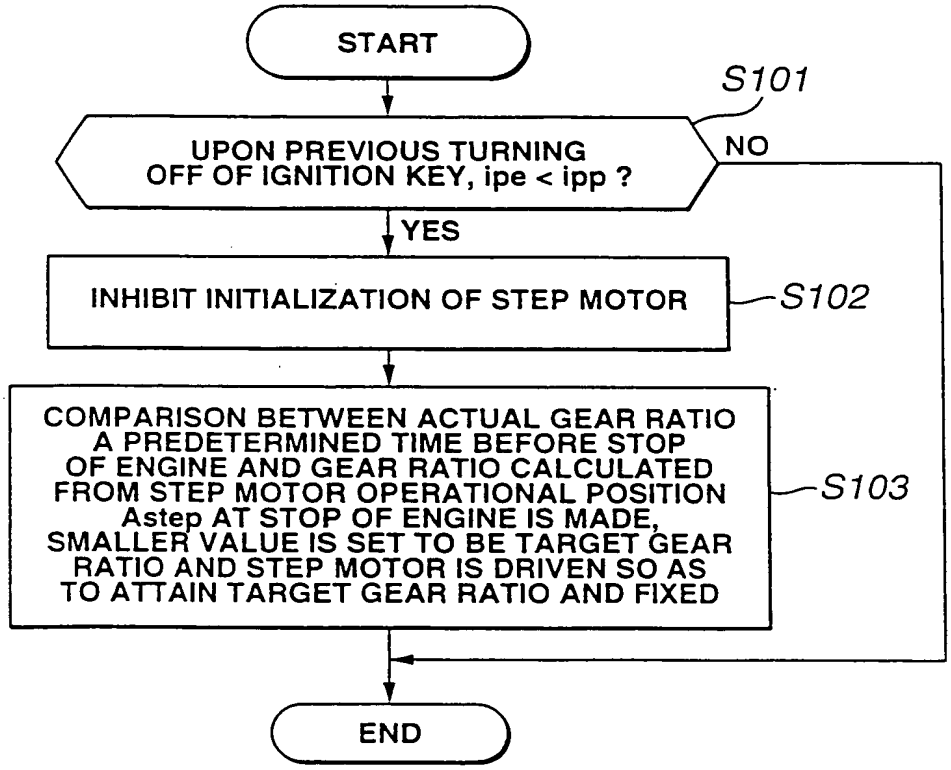
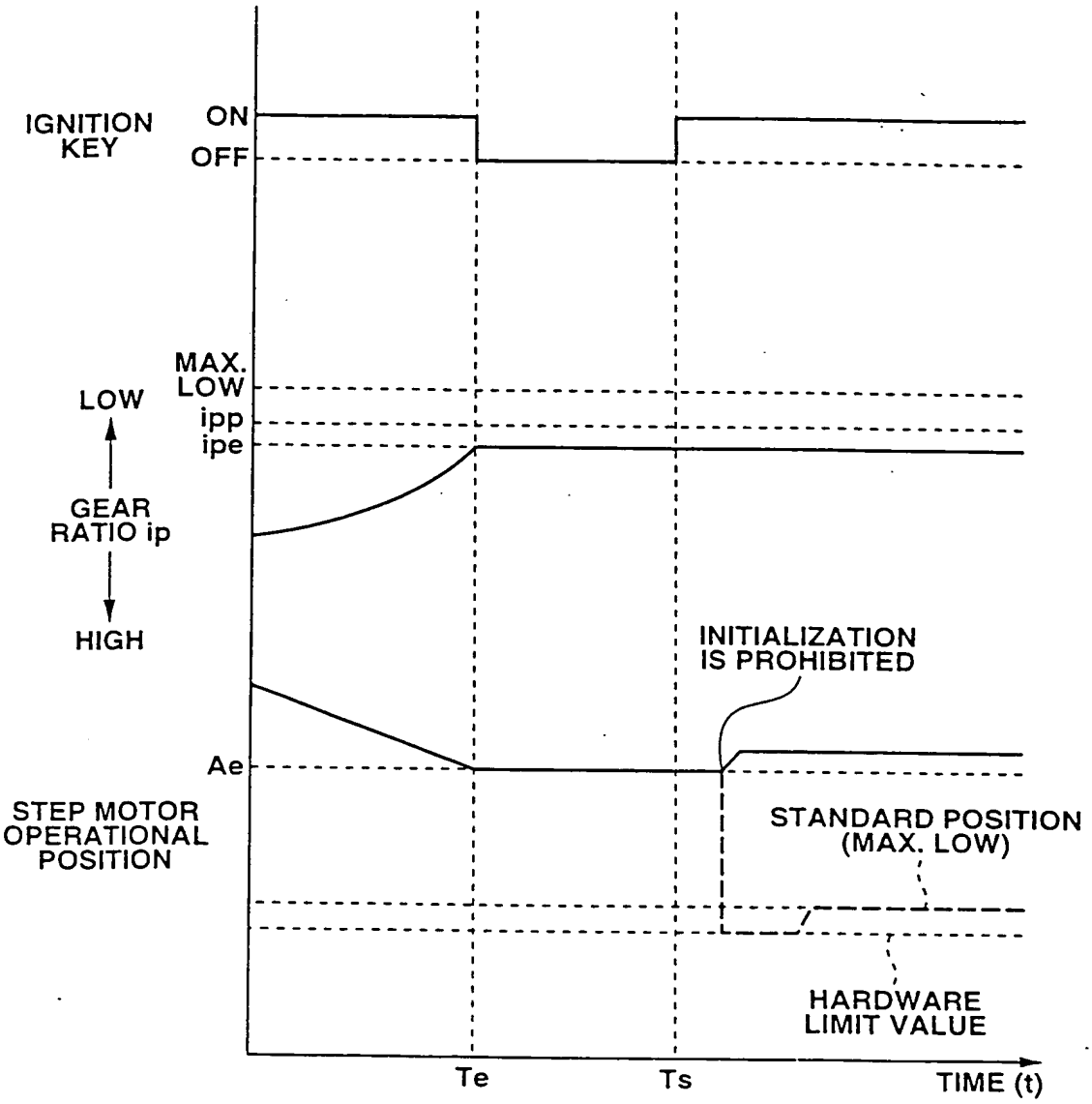

START
S101
UPON PREVIOUS TURNING OFF OF IGNITION KEY, ipe < ipp ?
NO
YES
INHIBIT INITIALIZATION OF STEP MOTOR
S102
COMPARISON BETWEEN ACTUAL GEAR RATIO A PREDETERMINED TIME BEFORE STOP OF ENGINE AND GEAR RATIO CALCULATED FROM STEP MOTOR OPERATIONAL POSITION Astep AT STOP OF ENGINE IS MADE, SMALLER VALUE IS SET TO BE TARGET GEAR RATIO AND STEP MOTOR IS DRIVEN SO AS TO ATTAIN TARGET GEAR RATIO AND FIXED
S103
END

FIG.4


IGNITION KEY
ON
OFF
MAX. LOW
ipp
ipe
LOW
GEAR RATIO ip
HIGH
INITIALIZATION IS PROHIBITED
Ae
STEP MOTOR OPERATIONAL POSITION
STANDARD POSITION (MAX. LOW)
HARDWARE LIMIT VALUE
Te
Ts
TIME (t)